

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
COMMITTEE ON CONGESTION MANAGEMENT  
AND AIR QUALITY (CMAQ)**

**MINUTES  
MEETING OF July 26, 2004**

At 3:04 p.m., the meeting was called to order by Chairman Marland Townsend in Conference Room C of San Mateo City Hall.

Members Attending: Duane Bay, Deberah Bringelson, Tom Davids, Linda Larson, Arthur Lloyd, Karyl Matsumoto, Irene O'Connell, Barbara Pierce, Lennie Roberts, Toni Stein, Chairman Marland Townsend, and Onnolee Trapp.

Staff/Guests Attending: Rich Napier (C/CAG Executive Director), Walter Martone, Sandy Wong, and Geoffrey Kline (C/CAG Staff - County Public Works), Pat Dixon (Transportation Authority Citizens Advisory Committee), Mark Duino and Tom Madalena (C/CAG Staff – County Planning), Sylvia Gregory (Peninsula Rail 2000).

**1. Public comment on items not on the agenda.**

- None.

**CONSENT AGENDA**

**2. Minutes of April 26, 2004 meeting.**

*Motion: To approve the Minutes as presented. Bay/Matsumoto, unanimous.*

**REGULAR AGENDA**

**3. Election of Chair and Vice Chair.**

*Motion: To reelect Marland Townsend as Chair and Sue Lempert as Vice Chair. Matsumoto/Davids, unanimous.*

**4. Update on the reauthorization of the Measure A program.**

Richard Napier reported that all twenty cities have approved the Plan for the reauthorization of Measure A. There were 96 Councilpersons voting in favor and 4 voting against the Measure. The Board of Supervisors will vote tomorrow (July 27<sup>th</sup>) whether to place the item on the ballot for the November 2004 election.

- Napa County has decided not to go forward with its ballot measure.
- The mix of transportation projects in the San Mateo County Plan is very similar to the

one in the Contra Costa Plan.

- It was noted that the counties in which a sales tax measure has been adopted often receive less regional funds because they are viewed as having other sources of funding. This is an inappropriate penalty.
- Concern was expressed that the San Mateo Times has been critical of the Measure A Plan because it provides some funding for BART operations. Individuals are being encouraged to write letters to the editor to counteract this bad publicity.

## **5. Countywide Transportation Plan – Census 2000 Transportation Data.**

Mark Duino provided a detailed presentation on the latest census 2000 information about transportation data and commute patterns. A copy of the presentation is on file at the C/CAG Offices. A summary of the discussion and comments about the report is as follows:

- It would be useful to also have data on the number and percent of trips that go through San Mateo County without having an origin or destination in San Mateo County. Less than 10% of the total trips fall into this category.
- San Mateo County statistics for transit use, carpooling, and other non-single occupant vehicle use does not compare favorably with the rest of the Bay Area.
- Over the last ten years, it does not appear that there has been much improvement in transit use and other non-single occupant vehicle transportation use in San Mateo County.
- The future projections are based on ABAG jobs and housing projections, which is generally based on local General Plans and the State dictated housing elements. It does not reflect changes of policy by local jurisdictions to promote transit oriented development unless these changes have been reported to ABAG.
- The data does not reflect the recently implemented CalTrain improvements, the Baby Bullet, and the BART extension to San Francisco Airport. These projects may change the commuting statistics somewhat, particularly between San Mateo County and San Francisco.
- It was suggested that jobs located in San Mateo County be given to San Mateo County residents as a priority. Also many individuals commute out of San Mateo County to the large metropolitan centers because of the big city amenities offered there. If local jurisdictions improve the downtown areas, this may create more of an incentive for residents to work in this County and not commute out.
- 62% of all transit work trips from San Mateo County originate in the northern part of the County.
- The higher the income of the individual, the less likely they are to use transit.
- The Daly City BART station is extremely popular, possibly because it was one of the original stations on the BART network. It may take some time for the newer stations to gain in popularity.
- SamTrans ridership is more prevalent with individuals having lower income levels.
- It was noted that the chart on Page 20 is misleading because the numbers are not proportionately spaced.
- The City of San Mateo is the biggest generator of CalTrain trips.
- 54% of the BART riders from San Mateo County are from Daly City.

- The question was raised whether these charts lead to a conclusion as to where future housing should be located. Staff indicated that the analysis is not yet complete on that matter.
- The total numbers sometimes are inconsistent from chart to chart due to the sampling method used by the Census Bureau.
- 83% of the BART riders from San Mateo County reside in Daly City, South San Francisco, and Pacifica.
- When an individual uses multiple travel modes for a single trip, the census data reflects only the longest leg of each trip.

The following are suggestions for how to present this information to the full C/CAG Board.

- Do not include cities on the chart when there is little or no data to report. Only show the major contributors. Include in a separate category the balance of the jurisdictions as a group.
- Samceda would like to work with staff to develop a presentation of this data for the business community.
- Individual cities may request that special analyses be done that focuses the data on only that jurisdiction.
- The maps should only show the roads that are most heavily used.
- The Chair mentioned a presentation by the Leadership Conference that revealed some less than favorable statistics about Transit Oriented Developments and recommended that they be scheduled to make a presentation to CMAQ on these findings.
- It was noted that noise may be a factor in limiting the popularity of transit oriented development and that insulation standards should be encouraged.
- A heading for the presentation on the census data could be “New resource available – how can it be useful for you?”
- Redevelopment areas have a mandate for low-income housing. This census data can be useful to those agencies for their future planning.

## **6. Adjournment.**

At 4:32 p.m., the meeting was adjourned.